

**TBPOC CONFERENCE CALL  
August 24, 2007, 8:30 AM - 9:00 AM**

<b>Topic</b>	<b>Presenter</b>	<b>Time</b>	<b>Desired Outcome</b>
<b>1. San Francisco-Oakland Bay Bridge</b>  a. Yerba Buena Island CCOs* <ol style="list-style-type: none"> <li>1) CCO 76 – Supplement#1, Labor Day Bridge Move-in (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, Traffic Officers), \$10,144,140</li> <li>2) CCO 88 - Supplement#1, Viaduct Fabrication Delays, \$776,630</li> <li>3) CCO 91 - Contract Days Extension/TRO Compensation – 271 days to March '08, \$3,423,158.30</li> </ol>	T. Anziano, CT	15 min	Approval
<b>2. New Benicia-Martinez Bridge</b> a. Update <ol style="list-style-type: none"> <li>1) Opening Ceremony Logistics*</li> <li>2) Rehabilitation Project*</li> </ol>	A. Fremier, BATA	10 min	Information
<b>3. Other Business</b>	W. Kempton, CT		n/a
<b>REMINDER: TBPOC CALL-IN OVER LABOR DAY WEEKEND</b> <b>Next Meeting: Wednesday, September 19, 2007, 9:30 a.m. – 11:00 a.m., Sacramento</b>			

\* Attachments

\*\* Final Documents still in process; to be provided as soon as available.

\*\*\* Stand alone document included in the binder.

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** August 24, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 1  
San Francisco-Oakland Bay Bridge  
Item- YBI Contract Change Orders

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### **RECOMMENDATION:**

**APPROVE** final Contract Change Orders (CCOs) 76 Supplement 1, 88 Supplement 1 and 91 for Yerba Buena Island Detour contract.

### **COST :**

\$14.3 million, within current budget.

### **SCHEDULE:**

N/A

### **DISCUSSION:**

At the June 27, 2007 TBPOC meeting, the TBPOC approved an overall Implementation Memo for all currently known CCOs needed for the various elements of work on Yerba Buena Island (YBI) involved in the detour and the Transition Structure advance work. The Implementation Memo provides estimates for these CCOs and the current estimate is within the \$334 million budget recently established by the TBPOC. The 6/27 TBPOC approval provided authorization to negotiate all CCOs listed in the implementation with these CCOs only returning to the TBPOC for final approval of language, provided the CCOs stay within the overall \$334 million budget. The Implementation Memo will be regularly updated and presented to the TBPOC at each TBPOC meeting.

## *Memorandum*

The following CCOs are being submitted for final approval by the TBPOC:

- 1) 76 Supplement 1 (\$10,144,140 - West Tie In Phase 1 Labor Day weekend work);
- 2) 88 Supplement 1 (\$776,630 – Viaduct fabrication delay associated with design enhancements); and
- 3) 91 (Time Related Overhead through March 2008).

The specific items included and excluded in each CCO are listed in the attached draft CCOs. The background and analysis for each CCO is included in the attached CCO Memoranda.

An updated CCO Implementation Plan is also attached to this memo.

**Attachment(s):**

- 1) CCO 76 Supplement 1 and CCO Memorandum
- 2) CCO 88 Supplement 1 and CCO Memorandum
- 3) CCO 91 and CCO Memorandum
- 4) Current CCO Implementation Plan
- 5) SSD Contract 04-0120R4, Budget Analysis, May 15, 2007

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

<b>CCO 76</b>	<b>Suppl. No. 1</b>	<b>Contract No 04 - 0120R4</b>	<b>Road SF-80-12.6/13.2</b>	<b>FED. AID LOC.: ACBRIM-080-1(097)N</b>
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**To: CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Eliminate the partial bridge demolition of the Yerba Buena Tunnel (Bridge No. 33-0004) concrete viaduct specified under the West Tie-In bridge removal plans (Contract Plan Sheets 107 through 115A).

**Estimate of Decrease in Contract Item at Contract Price:**

Item No. 41: BRIDGE REMOVAL (PORTION) LOCATION A  
 -1 LS (-100.00% ) .410.000.00 /LS -\$1.410.000.00 (-100.00% )

There will be no adjustment for the elimination of Item No. 41 Bridge Removal (Portion), Location A.

Total cost for Decrease in Contract Item.....(\$1,410,000.00)

**Extra Work at Force Account:**

In accordance with Section 9-1.03B "Work Performed by Special Forces or Other Special Services" of the Standard Specifications, the Contractor shall reimburse the City of San Francisco, City of Oakland, City of San Rafael and the City of Hayward in order that these cities provide traffic control officers at locations designated by the Engineer in order to minimize regional traffic disruptions caused by the 2007 Labor Day Weekend closure of the SFOBB. The Contractor shall pay the amount of each invoice submitted by these cities within 30 calendar days of their approval by the Engineer.

Provide a water taxi from Pier 7 to the U.S Coast Guard facilities during the period that access is restricted to these facilities due to the work of this change order as determined by the Engineer.

Estimated Cost of Extra Work at Force Account.....\$1,000,000.00

**Extra Work at Lump Sum:**

Perform the following work pertaining to the replacement of the 2007 Labor Day Weekend closure of the San Francisco Oakland Bay Bridge (SFOBB):

1) Furnish, install and maintain 150 (EA) programmable changeable message signs at the designated locations as shown on Pages No. 3 through 11 of this change order and as determined by the Engineer. All signs shall be placed in accordance with the dates and messages as listed on Pages No. 3 through 11 of this change order.

2) Furnish, install and remove all temporary signing as shown on Pages No. 3 and 5 of this change order prior to the implementation of the Labor Day Weekend SFOBB closure.

3) Provide all traffic control necessary for the work of this change and to implement the SFOBB Labor day weekend closure in accordance with Pages No. 3 through 7 of this change order. Traffic control shall include providing access to Yerba Buena Island and Treasure Island from the City of San Francisco and providing all traffic control on the islands as determined by the Engineer.

4) Perform the bridge removal of the existing columns and upper deck of the Yerba Buena Tunnel (Bridge No. 33-0004) concrete viaduct in accordance with Sheet No. 101 of Change Order No. 61, Supplement No. 1 to allow for the replacement structure to be moved into its permanent location.

5) Move the replacement structure, the YBI Viaduct Replacement (Bridge No. 34-0006) as specified under Change Order No. 61, Supplement No. 1, into place after the existing structure has been removed.

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

<b>CCO 76</b>	<b>Suppl. No. 1</b>	<b>Contract No 04 - 0120R4</b>	<b>Road SF-80-12.6/13.2</b>	<b>FED. AID LOC.: ACBRIM-080-1(097)N</b>
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6) Perform pavement grinding and place asphalt concrete to transition the new structure to the existing structure as shown on Sheet No. 12 of this change order and as determined by the Engineer. The Contractor shall provide a redundant set of backup paving equipment and keep 2 asphalt concrete plants on standby as part of this work. All asphalt concrete paving crews and equipment, trucking, asphalt concrete plants and an asphalt concrete grinder shall be provided on standby from 4:00 a.m. September 2, 2007.

7) Perform pavement grinding and place 75 mm of asphalt concrete to replace the damaged roadway of the Yerba Buena Island Eastbound On Ramp adjacent to the construction staging area of the replacement structure of the YBI Viaduct Replacement (Bridge No. 34-0006). This work shall be performed immediately after the conform paving listed under Item No. 6 is completed.

8) Install all pavement delineation necessary for opening the upper and lower decks of the SFOBB and Yerba Buena Island Eastbound On Ramp to traffic and place temporary pavement delineation for the pre-Labor Day Weekend grinding of the upper deck.

9) Form and place the deck closure pours and furnish and install joint seals as shown on Sheets No. 112 and No. 114 of Change Order No. 61, Supplement No. 1.

10) Remove the existing temporary concrete barrier (Type K) from the existing structure and place temporary concrete barrier (Type K) on the new structure as shown on Sheet No. 92 of Change Order No. 61, Supplement No. 1.

11) Prepare a contingency plan in the event the bridge replacement work results in a catastrophic failure of the structure and provide all long lead time materials necessary in the event the plan needs to be implemented.

12) Provide all labor, equipment and materials, including all standby labor and equipment, to support the work associated with Items 1 through 11 above.

For this work, the Contractor shall be compensated an agreed lump sum of \$10,554,140.00. This lump sum, along with the compensation paid under the original Change Order No. 76, constitutes full and final compensation, including all markups, for the work specified under this change order. No additional compensation shall be provided except for the work specified herein to be paid at force account.

Total Cost of Extra Work at Lump Sum.....\$10,554,140.00

The work of this change order shall be performed under a full closure of the San Francisco Oakland Bay Bridge from 8:00 P.M., August 31 to 5:00 A.M. September 4, 2007. The closure shall be performed in accordance with the freeway and ramp closures shown on Pages 1 through 5 of this change order along with the installation and maintenance of the changeable message signs and temporary signing shown on Pages 3 through 11 of this change order. The Contractor shall coordinate the completion of the bridge removal work in order to allow for the replacement structure to be moved into place and the bridge opened to traffic within this allotted closure period.

Compensation paid under Change Order No. 58, included all supplements, as of the July 2007 Progress Pay Estimate shall be considered final payment and no additional compensation shall be paid for the work of that change order.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 76	Suppl. No. 1	Contract No 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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Estimated Cost: Increase ☒ Decrease ☐ \$10,144,140.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer MAHANTESH ANIGOL	Date
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Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 7/30/2007 Page 1 of 2

TO: MIKE FORNER / DENNIS TURCHON			FILE: <b>E.A.</b> 04 - 0120R4	
FROM: MAHANTESH ANIGOL			<b>CO-RTE-PM</b> SF-80-12.6/13.2	
			<b>FED. NO.</b> ACBRIM-080-1(097)N	
CCO# <b>76</b>	SUPPLEMENT#: <b>1</b>	Category Code: <b>CHPT</b>	CONTINGENCY BALANCE (incl. this change) <b>\$34,812,438.90</b>	
COST: <b>\$10,144,140.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> Labor Day Weekend Bridge Removal			<b>PROJECT DESCRIPTION:</b> CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: <b>475</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>381</b> Day(s)	Percentage Time Adjusted: (including this change) <b>80</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>7</b>

**THIS CHANGE ORDER PROVIDES FOR:**

compensation to the contractor for the bridge removal and replacement of the upper deck of Yerba Buena Island concrete viaduct and provide compensation for the closure of the San Francisco Oakland Bay Bridge (SFOBB) during Labor Day Weekend of 2007 during which the removal and replacement operations shall be performed.

The project calls for the construction of a Temporary Bypass Structure in order to allow for the tie in of the new SFOBB east span to the existing Yerba Buena Island (YBI) concrete viaduct. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by both Tony Anziano (Toll Bridge Program Manager) and Richard Land (Chief Engineer). This strategy memo provided for the retrofit of the existing upper deck of the YBI concrete viaduct at the western tie in of the temporary bypass structure. Previously, this retrofit work would have been performed after the completion of the SAS project.

Change Order No. 61, Supplement No. 1 was issued to construct the replacement upper deck structure adjacent to the existing structure. The replacement of the existing structure with this retrofit structure shall take place during a full closure of the SFOBB on Labor Day Weekend of 2007. The work shall encompass the removal of the existing structure and the roll in of the replacement structure. The original Change Order No. 76 provided partial compensation for mobilization costs associated with the Labor Day Weekend bridge removal. This change order provides the remaining compensation for all costs associated with the bridge removal and roll in and the implementation of the Department's Traffic Management Plan for the weekend closure.

Major costs associated with the work include the bridge demolition and roll in costs, the placement and operation of 150 portable changeable message signs over a three week period, traffic control costs, asphalt paving, jobsite access, flagging and the use of traffic control officers in numerous cities affected by the bridge closure to help limit traffic congestion on a regional basis.

This change order also provides for the elimination of the planned bridge removal work called for under the original contract plans. This work required a partial removal of the existing structure that would have allowed traffic to transition to the temporary bypass structure. The retrofit of the existing structure, called for under the Department's strategy memo, replaces this partial bridge removal with the complete removal of the structure.

Elimination of the planned bridge removal work shall be made by eliminating the specified contract item at a savings of \$1,410,000.00. Compensation for the bridge removal and roll in, changeable message signs and traffic control shall be paid as extra work at an agreed lump sum of \$10,554,140.00. Compensation for providing city traffic control officers and providing a water taxi for the U.S. Coast Guard facilities adjacent to the work shall be paid as extra work at force account at an estimated costs \$1,000,000.00. The net change order cost of \$10,144,140 shall be financed from the contract's contingency funds. A cost analysis is on file.

No adjustment of contract time is warranted by this change, as it does not affect the controlling operation.

**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120R4 CCO: 76 - 1

DATE: 7/30/2007

Page 2 of 2

<b>CONCURRED BY:</b>		<b>ESTIMATE OF COST</b>																			
Construction Engineer:	Mahantesh Anigol, Resident Engin	Date																			
Bridge Engineer:	Bill Casey, Struct. Rep	Date																			
Project Engineer:	Hong Wong	Date																			
Project Manager:	Alec Melkonians	Date																			
FHWA Rep.:	N/A	Date																			
Environmental:		Date																			
Other (specify):	Raoul Maltez, Construction Traffic	Date																			
Other (specify):	Robert Kobal, HQ Asst.Const.Coor	Date																			
District Prior Approval By:		Date																			
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date																			
Resident Engineer's Signature:		Date																			
		<table border="1"> <tr> <td></td> <td>THIS REQUEST</td> <td>TOTAL TO DATE</td> </tr> <tr> <td>ITEMS</td> <td>(\$1.410.000.00)</td> <td>(\$1.410.000.00)</td> </tr> <tr> <td>FORCE ACCOUNT</td> <td>\$1.000.000.00</td> <td>\$1.000.000.00</td> </tr> <tr> <td>AGREED PRICE</td> <td>\$10.554.140.00</td> <td>\$12.794.440.00</td> </tr> <tr> <td>ADJUSTMENT</td> <td>\$0.00</td> <td>\$0.00</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$10.144.140.00</b></td> <td><b>\$12.384.440.00</b></td> </tr> </table>			THIS REQUEST	TOTAL TO DATE	ITEMS	(\$1.410.000.00)	(\$1.410.000.00)	FORCE ACCOUNT	\$1.000.000.00	\$1.000.000.00	AGREED PRICE	\$10.554.140.00	\$12.794.440.00	ADJUSTMENT	\$0.00	\$0.00	<b>TOTAL</b>	<b>\$10.144.140.00</b>	<b>\$12.384.440.00</b>
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ADJUSTMENT	\$0.00	\$0.00																			
<b>TOTAL</b>	<b>\$10.144.140.00</b>	<b>\$12.384.440.00</b>																			
		<b>FEDERAL PARTICIPATION</b> <input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input checked="" type="checkbox"/> NON-PARTICIPATING																			
		FEDERAL SEGREGATION    (if more than one Funding Source or P.I.P. type) <input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS																			
		<table border="1"> <tr> <td>FEDERAL FUNDING SOURCE</td> <td>PERCENT</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> </table>		FEDERAL FUNDING SOURCE	PERCENT	_____	_____	_____	_____	_____	_____										
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**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

<b>CCO 88</b>	<b>Suppl. No. 1</b>	<b>Contract No 04 - 0120R4</b>	<b>Road SF-80-12.6/13.2</b>	<b>FED. AID LOC.: ACBRIM-080-1(097)N</b>
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**To: CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

**Adjustment of Compensation at Lump Sum:**

Provide compensation to the Contractor for all outstanding costs incurred by Dongkuk Structures & Construction Co., Ltd (Dongkuk), located in South Korea, due to Department caused delays to the start of the fabrication of the steel viaduct of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).

For these costs, the Contractor will be compensated a lump sum of \$776,630.00.

Except for any additional shop drawing or material purchase costs pertaining to the Department ordered design enhancements implemented within Imbsen & Associates Inc. approved viaduct plans dated October 9, 2006, this sum, along with the compensation paid under the original Change Order No. 88, constitutes full and final compensation, including all markups, for all additional costs incurred by Dongkuk prior to the actual start of the viaduct fabrication on November 21, 2006 due to any Department changes or delays to the viaduct fabrication.

Costs pertaining to delays at the Temporary Bypass Structure project site or the erection of the viaduct that may have been incurred due to Department changes or delays to the steel viaduct fabrication have not been considered herein and this change order doesn't preclude the Contractor from pursuing these costs.

Total Cost of Adjustment of Compensation at Lump Sum .....\$776,630.00

Estimated Cost: Increase ☒ Decrease ☐ **\$776,630.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

**Submitted by**

<b>Signature</b>	<b>Resident Engineer</b> MAHANTESH ANIGOL	<b>Date</b>
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**Approval Recommended by**

<b>Signature</b>	<b>SFOBB Construction Manager</b> MIKE FORNER	<b>Date</b>
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**Engineer Approval by**

<b>Signature</b>	<b>SFOBB Construction Manager</b> MIKE FORNER	<b>Date</b>
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as proceeding with the ordered work and filing a written protest within the time therein specified.**

**Contractor Acceptance by**

<b>Signature</b>	<b>(Print name and title)</b>	<b>Date</b>
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**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 8/17/2007 Page 1 of 2

TO: MIKE FORNER / DENNIS TURCHON			FILE: <b>E.A.</b> 04 - 0120R4	
FROM: MAHANTESH ANIGOL			<b>CO-RTE-PM</b> SF-80-12.6/13.2	
			<b>FED. NO.</b> ACBRIM-080-1(097)N	
CCO# <b>88</b>	SUPPLEMENT#: <b>1</b>	Category Code: <b>CHXX</b>	CONTINGENCY BALANCE (incl. this change) <b>\$34,866,578.90</b>	
COST: <b>\$776,630.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: VIA Fabrication Delays - Dongkuk			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: <b>475</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>381</b> Day(s)	Percentage Time Adjusted: (including this change) <b>80</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>7</b>

**THIS CHANGE ORDER PROVIDES FOR:**

compensation to the contractor for costs related to Department caused delays to the start of fabrication of the viaduct steel truss.

The original Change Order No. 88 provided partial compensation to the contractor for delay costs incurred due to Department ordered design enhancements to the steel viaduct of the Temporary Bypass Structure being constructed under this contract (See attached CCO No. 88 and memo). This change order provides additional compensation based upon additional verified costs and acts to close out all costs related to the delay incurred.

The original change order failed to provide compensation for the first several weeks of the delay period due to concerns that the fabricator wasn't prepared to begin work during that period regardless of the Department ordered changes to the work. The contractor has now satisfied these concerns and compensation is being provided for this period. In additional, consulting costs that were incurred by the fabricator in order to efficiently incorporate the design changes into their work have also be verified and are being compensated under this supplemental change order.

Compensation shall be paid as an adjustment of compensation at an agreed lump sum of \$776,630.00 which shall be financed from the contract's contingency funds. A cost estimate is on file.

Costs concerning the actual implementation of the Department design enhancements to the viaduct are being addressed separately under Change Order No. 79. Additional shipping escalation and jobsite costs concerning steel handling and erection due to the implementation of the viaduct design enhancements and the delay to fabrication are not addressed under this change and shall be compensated under Change Orders No. 80 and 87.

There will be no adjustment to contract time with this change.

Maintenance concurrence is not required as the viaduct is a temporary structure and doesn't affect any permanent roadway features.

**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120R4 CCO: 88 - 1

DATE: 8/17/2007

Page 2 of 2

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>		
Construction Engineer:	Mahantesh Anigol	Date	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Bill Casey, Struct. Rep	Date	ITEMS	\$0.00	\$0.00
Project Engineer:	Hong Wong	Date	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Alec Melkonians	Date	AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:		Date	ADJUSTMENT	\$776.630.00	\$1.731.090.00
Environmental:		Date	<b>TOTAL</b>	\$776.630.00	\$1.731.090.00
Other (specify):	Robert Kobal, HQ Asst.Const.Coor	Date	<b>FEDERAL PARTICIPATION</b>		
Other (specify):		Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input checked="" type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type) <input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	FEDERAL FUNDING SOURCE      PERCENT _____ _____ _____		
Resident Engineer's Signature:		Date			

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO 91	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

In accordance with Section 8-1.05, "Temporary Suspension of Work", of the Standard Specifications, the Contract completion date will be extended by 271 working days due to the Department ordered suspension to the work from April 17, 2006 through January 12, 2007.

**Adjustment of Compensation at Lump Sum:**

In accordance with Section 10-1.20 "Time-Related Overhead" of the contract Special Provisions, the lump sum price for Contract Bid Item No. 8, "Time-Related Overhead" shall be adjusted by \$12,631.58 per working day for each of the 271 working days that the contract time is extended under this change order.

271 working days @ \$12,631.58 per working day = \$3,423,158.30

This lump sum shall be adjusted for time-related overhead payments in excess of 149 percent of the Contractor's lump sum price bid for Contract Bid Item No. 8. This adjustment shall be performed in accordance with Section 10-1.20 "Time-Related Overhead" of the contract Special Provisions.

In accordance with Section 8-1.05, "Temporary Suspension of Work", of the Standard Specifications, any additional compensation due, other than overhead costs, as a result of this suspension will be deferred pending submission of costs.

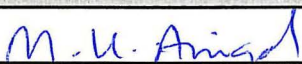
This contract time extension, along with the temporary suspensions of work recognized under Change Order No. 14 and Change Order No. 24 and the contract time extension granted under Change Order No. 24, Supplement No. 2, act to extend the contract date of completion to March 7, 2008.

Total Cost of Adjustment of Compensation at Lump Sum .....\$3,423,158.30


Estimated Cost: Increase ☒ Decrease ☐ \$3,423,158.30

By reason of this order the time of completion will be adjusted as follows: 0 days

**Submitted by**

Signature 	Resident Engineer MAHANTESH ANIGOL	Date 8/13/07
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**Approval Recommended by**

Signature 	SFOBB Construction Manager MIKE FORNER	Date 8/14/07
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**Engineer Approval by**

Signature	SFOBB Construction Manager MIKE FORNER	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

**Contractor Acceptance by**

Signature	(Print name and title)	Date
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**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 8/10/2007 Page 1 of 2

TO: MIKE FORNER / DENNIS TURCHON			FILE: <b>E.A.</b> 04 - 0120R4	
FROM: MAHANTESH ANIGOL			<b>CO-RTE-PM</b> SF-80-12.6/13.2	
			<b>FED. NO.</b> ACBRIM-080-1(097)N	
CCO#: <b>91</b>	SUPPLEMENT#: <b>0</b>	Category Code: <b>CHPX</b>	CONTINGENCY BALANCE (incl. this change) <b>\$13,951,208.90</b>	
COST: <b>\$3,423,158.30</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> Temp. Suspension Delay Closeout			<b>PROJECT DESCRIPTION:</b> CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: <b>475</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>381</b> Day(s)	Percentage Time Adjusted: (including this change) <b>80</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>7</b>

**THIS CHANGE ORDER PROVIDES FOR:**

a 271-working day time extension to coincide with the period of suspension for portions of the work from April 17, 2006 through January 12, 2007.

This contract calls for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the east tie to the bridge, the west tie in to the island and the viaduct structure between the two tie ins.

Contract Change Order No. 24, along with Supplement No. 2, provided for the extension of the contract time of completion due to temporary suspensions to the work ordered by the Department. These suspensions were in place from September 3, 2004 through March 31, 2005 and from April 1, 2005 to April 16, 2006. The suspension was subsequently extended from April 16, 2006 through January 12, 2007 at which time the suspension was lifted and work resumed on the contract.

This change order provides for a 271 working day time extension to close out the last period of suspension from April 16, 2006 through January 12, 2007.

The suspensions discussed above were implemented to mitigate delays resulting from the SFOBB SAS contract (04-0120F4) by delaying the planned traffic switch onto the Temporary Bypass Structure. As referenced in the Change Order No. 24, Supplement No. 2 memo, the suspensions were supported by 3 Department Decision documents based on the best interest of the State and traveling public.

Compensation for time related overhead costs shall be paid as an adjustment of compensation at an agreed lump sum of \$3,423,158.30. This sum is based upon a rate of \$12,631.58 per working day as calculated from Contract Bid Item No. 6 "Time Related Overhead" in accordance with Section 10-1.20 "Time-Related Overhead" of the contract Special Provisions. The change order shall be financed from the contract's contingency funds.

The change order also requires the adjustment of time related overhead payments in excess of 149 percent of the Contractor's lump sum price bid for Contract Bid Item No. 8. This adjustment shall be performed through a supplemental change order upon based upon documented costs incurred in accordance with Section 10-1.20 of the contract Special Provisions.

Significant delays to the contract beyond the January 12, 2007 lifting of the temporary suspension will also be incurred. The Department Strategy Memo, dated December 14, 2006 and approved by Tony Anziano and Richard Land, called for the Department to take over the design responsibility for the East and West Tie-Ins and called for Department ordered design enhancements to the steel viaduct. These actions are expected to extend the contract approximately 22 months to the end of 2009 but are just now being fully realized due to the uncertainty of the delivery of the design of the East Tie-In. Once the design delivery dates are established by the Department and an updated schedule and time impact analysis are submitted, a separate change order shall be issued to provide for this time extension.

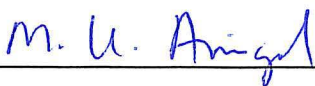
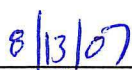
Maintenance concurrence is not required as this is an administrative change.

**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120R4 CCO: 91 - 0

DATE: 8/10/2007

Page 2 of 2

<b>CONCURRED BY:</b>		<b>ESTIMATE OF COST</b>	
Construction Engineer: Mahantesh Anigol	Date 8/13/07	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Date	ITEMS	\$0.00
Project Engineer: Hong Wong	Date	FORCE ACCOUNT	\$0.00
Project Manager: Alec Melkonians	Date	AGREED PRICE	\$0.00
FHWA Rep.:	Date	ADJUSTMENT	\$3,423,158.30
Environmental:	Date	<b>TOTAL</b>	<b>\$3,423,158.30</b>
Other (specify): Robert Kobal, HQ Asst.Const.Coor	Date	<b>FEDERAL PARTICIPATION</b>	
Other (specify):	Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input checked="" type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue Approve) By: Ken Darby, HQ CCO Engineer	Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date	FEDERAL FUNDING SOURCE	PERCENT
			

**Contract Change Order Implementation Strategy for South-South Detour  
04-0120R4  
August 21, 2007**

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South-South Detour (Contract 04-0120R4)			
Contract Award:	<b>March 10th, 2004</b>	Suspension Days (as of 04/13/07):	<b>572 Working Days</b>
Original Working Days:	<b>475 Working Days</b>	Contract Extensions (as of 04/13/07):	<b>381 Working Days</b>
Original Contract Completion:	<b>July 27th, 2005</b>	Projected Contract Completion:	<b>December 31, 2009</b>
Original Contract Amount:	<b>\$71,159,650</b>	Projected Contract Cost:	<b>\$334,400,000</b>

## **Introduction**

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are “*San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion*” issued December 14, 2006, and “*Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order*” issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project. The SSD forecast and budget were recently revised and the current forecast and budget have been set at \$ 334 million. This figure was based on estimates developed and presented in the two strategy memos as well as the original contract amount, pre-existing contract change orders (CCO) and a contingency/risk management adjustment.

The purpose of this document is to provide a status of the construction budget, and serves as a check between CCO expenditures, estimates developed in the strategy memos and the approved funding for the project.

**DRAFT****Baseline Contract Change Orders for South-South Detour Contract**

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	\$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	\$200,000.00
2	Bidder Compensation	5/8/2004	\$1,575,000.00
3	Partnering	9/7/2004	\$25,000.00
4	DRB	9/7/2004	\$100,000.00
5	Federal Trainee Program	11/12/2004	\$20,000.00
5S1	Non-Journey Person Training	3/10/2005	\$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	\$0.00
7	Sampling and Analysis Work	8/30/2004	\$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	\$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	\$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	\$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	\$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	\$500,000.00
11	Utility Potholing	9/14/2004	\$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	\$5,000.00
13	PMIV Document Management System	11/3/2004	\$486,743.50
14	Temporary Suspension	5/19/2004	\$0.00
15	Archaeology Investigation	7/19/2004	\$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	\$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	\$108,217.45
18	Access Control Measures	9/8/2004	\$50,000.00
19	EDR1 Alignment Modification	5/12/2005	\$0.00
20	A490 Bolts	10/23/2006	\$0.00
21	Removal /Disposal of Stairway	4/13/2005	\$14,060.00
22	Clean Stairs and Walkways	5/24/2005	\$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	\$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	\$29,782.99

CCO #	Description	Executed Date	Cost
24S2	Temporary Suspension Partially Extended	5/2/2006	\$4,812,631.58
24S3	Contract Days Extention/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundry	3/24/2005	(\$19,000.00)
26	Bent 48 Articulation	4/22/2005	\$0.00
27	Bent 52L Footing Conflict	1/19/2006	\$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	\$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	\$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	\$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	\$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	\$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	\$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36	Extend Limits of Viaduct Demolition	10/5/2005	\$16,734.80
37	4 Hr Emergency Travel Way	5/17/2005	\$22,500.00
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	\$0.00
39	Provide Shuttle Service to USCG	6/27/2005	\$10,000.00
40	Sewer Pipe Material Change	9/26/2005	\$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	\$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	\$5,000.00
43	Material On Hand Specification Change	9/16/2005	\$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Pending	\$0.00
44	Electrical Call Box Relocation	Pending	TBD
45	Additional SWPPP	2/21/2006	\$250,000.00
46	Southgate Road Reopening	3/8/2006	\$100,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	\$100,000.00
48	Buried Man-Made Objects	12/15/2005	\$50,000.00

**Total for Basline Contract Change Orders****\$12,124,282.06**



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## Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been broken down into the following categories:

- (1) SSD New Viaduct Enhancements
- (2a) West Tie-In Existing Viaduct Phase 1
- (2b) West Tie-In Phase 2
- (3) East Tie-In
- (4) YBI Transition Structure Advance Foundations
- (5) Administrative

An exhibit showing these categories and the general construction limits can be found in the included attachments.

The current total estimate for CCOs required to modify the original scope of SSD work in these defined categories is \$ 232.4 million. This estimate is based on more detailed analysis than was available during preparation of the strategy memos and in many cases includes auditable input from the contractor as well as independent verification from Bay Area Management Consultants. The estimate in the two strategy memos for this work was \$ 255 million. Some categories have increased while others have decreased. The current estimate for the SSD contract, including the modifications to the scope of work is \$ 316.2 million, approximately \$ 18 million below the original estimate of \$ 334 million. This current estimate consists of the following:

Original Contract Amount	\$ 71.2 million
Baseline CCOs (1 through 48)	\$ 12.1 million
State Furnished Materials	\$ 0.4 million
Strategy memo CCOs (49 and higher)	\$ 232.4 million
Total	\$ 316.2 million

Current estimates for the categories of work established in the strategy memo CCOs are addressed separately in the following sections.

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### SSD New Viaduct

1

#### Progress of Work

Construction of foundations and columns on the SSD bridge has been ongoing since early on in the project. Currently, all viaduct foundations are complete and the Contractor is constructing the remaining columns. Due to the revised strategy and design changes, the new viaduct structure was made to be a stand-alone structure. To accommodate this, bent caps were added between the tops of each pair of columns. In March 2007, the Contractor began erecting the falsework in preparation of retrofitting the columns and constructing the bent caps. Demolition of the existing columns has been completed and modifications to reinforcement are ongoing.

Fabrication of structural steel truss for the viaduct superstructure is currently taking place at Dongkuk S&C in South Korea. This fabrication began in November 2006 with the first deliveries to the project expected to arrive in October 2007. As of August 13, 2007, fabrication is approximately 90% complete.

# Contract Change Order Implementation Strategy for South-South Detour

August 21, 2007

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## Status of Contract Change Orders: SSD New Viaduct

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
49	LS	Stringer and Floor Beam Design Study	N/A	Yes	Yes	N/A	ATN April 2006	N/A	TBD	5/2/2006	\$109,000
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	N/A	Yes	Yes	N/A	ATN April 2006	Yes 12/08/06	TBD	8/17/2006	\$150,000
49S2	FA		N/A	Yes	Yes					12/18/2006	\$100,000
Subtotal (CCO #49 and Supplements)											\$359,000
50	FA	Stand Alone Viaduct Design	N/A	Yes	Yes	N/A	ATN April 2006	Yes 12/08/06 2/09/07	TBD	5/8/2006	\$325,000
50S1	FA			Yes	Yes					10/16/2006	\$300,000
50S2	FA			Yes	Yes					12/18/2006	\$100,000
50S3	FA			Yes	Yes					2/13/2007	\$175,000
Subtotal (CCO #50 and Supplements)											\$900,000
55	LS	Steel Fabricator Change (SGT Closeout)	N/A	Yes	Yes	N/A	ATP June 2007	Yes	Done	7/20/2007	\$5,665,330
60	LS	Construction of Bent Caps	N/A	Yes	Yes	Yes 4/26/07	ATP June 2007	Yes 6/13/07	Done	6/18/2007	\$7,435,950
67	FA	Viaduct/ETI Interface Modifications	N/A	Yes	No	N/A	N/A	Yes	N/A	No	\$800,000
79	LS	Fabrication Cost for Viaduct Design Changes	N/A	Yes	Yes	N/A	ATN June 2007	Yes	Done	7/20/2007	\$803,400
80	LS	Erection Costs for Viaduct Design Changes	N/A	No	No	No	ATN June 2007	No	9/19/2007	No	\$9,043,918
82		AC Paving and Erosion Control for Deck	No	No	No	N/A	N/A	N/A	N/A	No	\$250,000
85		Design of 300mm Waterline Relocation	N/A	Yes	Yes	N/A	N/A	N/A	N/A	No	\$10,486
87	LS	Viaduct Shipping Escalation Costs	N/A	No	Yes	N/A	ATN June 2007	No	9/19/2007	No	\$534,570
88	LS	Viaduct Fabrication Delays	N/A	Yes	Yes	N/A	ATN June 2007	Yes	N/A	7/20/2007	\$954,460
88S1	LS	Viaduct Fabrication Delays	N/A	Yes	Yes	N/A	N/A	No	N/A	no	\$776,630
90		Fabrication of Viaduct/ETI Modifications	N/A	No	No	N/A	Pending	No	9/19/2007	No	\$0
Current Forecast for SSD New Viaduct											\$27,533,744

**Bold** = CCO's not issued yet  
 ATN = Authorization to Negotiate  
 ATP = Authorization to Proceed

CCO #55 addressing cost associated with changing steel fabricators has been negotiated and issued for \$5,665,330. CCO #60 was issued for \$7,436,950 to construct viaduct bent caps per the design performed under CCO #50. CCO #80, addressing steel erection costs resulting from the Viaduct design changes, is currently being negotiated. A cost of \$534,570 has been negotiated for Contract Change Order #87 to address shipping escalation incurred by the Viaduct steel fabricator, Dongkuk S&C, as a result of Contract

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Change Orders #49 and #50. CCO #88 has been issued for \$954,460 to partially address fabrication delay costs resulting from Contract Change Orders #49 and #50. CCO #88S1 has since been negotiated for \$776,630 to address the remainder of these costs.

### Budget Status

The Viaduct portion of the SSD was bid at \$26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$9M. Currently the total additional costs associated with viaduct enhancements are approximately \$27.5M. In April 2006, the TBPOC approved \$1.0M for CCO's #49 and #50 and \$4.0M for the related construction. The TBPOC also approved authority to negotiate in the amount of \$8.5M for the relocation of Viaduct fabrication from China to South Korea. The originally estimated \$10.5M in closeout cost has been negotiated down to approximately \$5.665M. These added entitlement costs will be paid from previously approved supplemental funds. In June 2007, CCO #55 was presented to the TBPOC and approved. It has since been issued to the Contractor. Additionally, in May 2007, the TBPOC approved authority to negotiate in the amount of \$8.0M for construction of bent caps (CCO #60). This CCO has since been approved at the June 2007 TBPOC Meeting and issued for \$7.436M.

West Tie-In Existing Viaduct

Phase 1

2a

### Progress of Work

Phase 1 construction in the West Tie-In area began in January 2007. Construction of the West Tie-In staging area, including construction of temporary columns and skid bent foundations, has been completed. The permanent columns and superstructure have been constructed in preparation of the Labor Day move-in. The Contractor is currently preparing for move-in operation to take place during the Labor Day Weekend full bridge closure.

Planning for the Labor Day Closure is ongoing. The Department has been working closely with the Contractor and its demolition subcontractor to address contingency plans and ways of ensuring that work proceeds as planned during the closure. Weekly meetings are being held to address TMP issues and a Media Outreach was held on April 11<sup>th</sup>, 2007 to kickoff the media awareness campaign. In early August this media awareness campaign was ramped up to prepare the public for the upcoming full bridge closure.

# Contract Change Order Implementation Strategy for South-South Detour

August 21, 2007

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## Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
57S1	LS	Remove and Clear Building 254	N/A	Yes	Yes	N/A	N/A	N/A	N/A	6/4/2007	\$10,572
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	Yes	Yes	N/A	Yes	N/A	Yes 1/09/07	N/A	2/27/2007	\$400,000
61S1	LS/FA	Construction of Stage 1 Area and Substructure	Yes	Yes	Yes	Yes	ATP June 2007	Yes 5/16/07	Done	5/18/2007	\$9,995,644
<b>Subtotal (CCO #61 and Supplements)</b>											<b>\$10,395,644</b>
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	Yes	N/A	N/A	N/A	Yes	N/A	7/20/2007	\$175,000
68	FA	Temporary Electrical Work	Yes	Yes	N/A	N/A	N/A	N/A	N/A	7/20/2007	\$140,000
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	7/20/2007	\$11,096,900
76	LS	Labor Day Bridge Demolition and Move-In	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	7/20/2007	\$2,240,300
76S1	LS	<b>Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>ATP July 2007</b>	<b>No</b>	<b>Aug 2007 Teleconf.</b>	<b>No</b>	<b>\$10,144,140</b>
84	LS	Skid Track Foundations and Temporary Columns	N/A	Yes	Yes	N/A	ATP July 2007	Yes	Done	7/31/2007	\$3,980,000
<b>Current Forecast for West Tie-In Existing Viaduct</b>											<b>\$38,182,556</b>

**Bold** = CCO's not issued yet  
 ATN = Authorization to Negotiate  
 ATP = Authorization to Proceed

CCO #61S1 for constructing staging areas and the substructure for the Phase 1 portion of the West Tie-In has been issued for \$9,995,644. CCO #72 for the WTI Phase 1 superstructure and CCO #76 for WTI Labor Day demolition work have been issued for \$10,596,900 and \$2,240,300, respectively. CCO #84 addressing the costs of temporary columns and skid track foundation has been issued for \$3,980,000. Costs for the Labor Day TMP related activities previously planned to be addressed in CCO #74 will now be included in CCO #76S1. CCO #74 will be voided. A cost of \$10,144,140 has been negotiated with the contractor for CCO #76S1. This CCO is currently being processed.

**DRAFT**Budget Status

The estimated cost of adding the Phase 1 West Tie-In work is \$40M. The TBPOC approved authority to negotiate in the amount of \$10M for CCO #61S1 at the May 2007 TBPOC Meeting. The Department has since agreed to a \$9.995M lump sum price for CCO #61S1. This was presented to the TBPOC in June 2007 and was approved. Final Contract Change Orders #72, #76, and #84 were presented to and approved by the TBPOC at a July 2007 teleconference. Approximately \$38.2M is currently forecast for the various West Tie-In (Phase 1) CCO's.

**West Tie-In****Phase 2****2b**Progress of Work

All design for the Phase 2 portions of the West Tie-In will be completed by January 2008. Portions of the final design such as foundations and substructure elements will be provided to the Contractor as they become available. Construction of foundations for the Phase 2 West Tie-In is scheduled to begin after the completion of the Phase 1 West Tie-In work after Labor Day Weekend 2007.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie-Ins	N/A	N/A	N/A	Yes	N/A	Yes	N/A	3/2/2007	\$0
57	LS	Demolition of Building 206	N/A	Yes	Yes	N/A	N/A	N/A	N/A	10/18/2006	\$22,378
<b>62</b>		<b>Construction of Phase 2 WTI</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>ATN June 2007</b>	<b>No</b>	<b>TBD</b>	<b>No</b>	<b>\$13,000,000</b>
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	Yes	Yes	Yes	N/A	N/A	Yes	N/A	7/20/2007	\$384,130
<b>Current Forecast for West Tie-In</b>											<b>\$13,406,508</b>

**Bold** = CCO's not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

CCO #52 has been executed at no cost to address designer of record issues related to the Department taking back the design of the East and West Tie-In. Cost related to construction is currently estimated at \$13.5M and will be addressed in the construction related CCO's for the individual elements.

**DRAFT**Budget Status

The Contractor's bid price for the West Tie-In was \$9.0M. Based on the Department's Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional \$13M to the original contract bid item.

**East Tie-In****3**Progress of Work

The 35% Design was submitted by TY Lin on April 17, 2007. A completed design is anticipated second quarter 2008. Portions of the final design such as foundations and substructure work will be provided to the Contractor as it becomes available with portions of the construction anticipated to begin in late 2007. Prior to the ETI work starting, a pump station owned by the City of San Francisco will be relocated by August/September 2007. Specialized equipment/materials for the relocation has been ordered (CCO #69).

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie-Ins	N/A	N/A	N/A	Yes	N/A	Yes	N/A	3/2/2007	\$0
63		Advance Engineering (Work Plans and	N/A	Yes	N/A	N/A	N/A	No	N/A	No	\$800,000
69		Procurement of Pump/Control Panel for Pump	Yes	Yes	Yes	N/A	N/A	No	N/A	No	\$111,280
69S1		Construction for Pump and Control Panel for Relocated Pump Station	Yes	No	No	No	N/A	No	N/A	No	\$600,000
TBD		Site Prep and Civil Work	No	No	No	No	ATN June 2007	No	10/30/2007	No	\$5,000,000
TBD		Structure Work (Skid Bent Foundations and Substructure)	No	No	No	No	ATN June 2007	No	10/30/2007	No	\$15,000,000
TBD		Structure Work (ETI Superstructure), Bridge Removal, Utility Relocation/Removal	No	No	No	No	ATN June 2007	No	TBD	No	\$13,000,000
92		Utilities: Fiber Optic Line Along Shore	No	No	No	No	N/A	No	N/A	No	\$250,000
TBD		TMP - Planning and Implementation (ETI)	N/A	No	No	No	ATN June 2007	No	TBD	No	\$2,000,000
<b>Current Forecast for East Tie-In</b>											<b>\$36,761,280</b>

**Bold** = CCO's not issued yet  
 ATN = Authorization to Negotiate  
 ATP = Authorization to Proceed

DRAFT

CCO #52 has been executed at no cost to address designer of record issues related to the Department taking back the design of the East and West Tie-In. The Contractor fulfilled its obligation to design the ETI. As such, the original contract allotment for this bid item will be paid and any credit to the Department will be negotiated. The changes related to construction will be addressed in the construction related CCO's for the individual elements.

### Budget Status

The work item for East Tie-In originally bid by the Contractor was \$6.0M. Additionally, another \$1.46M was bid by the Contractor for the demolition of the existing span moved out for the East Tie-In. The Department forecasts additional costs associated with the construction of the East Tie-In to be \$36.8M. As the work progresses and related Contract Change Orders are negotiated, the estimate will be updated.

### Yerba Buena Island Transition Structures Advance Foundations

4

### Progress of Work

The current YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, and the W7 Ramp. Construction at Bent W3L was completed March 15<sup>th</sup> 2007 on CCO #64S1. This work consisted of constructing the footing (including tie-downs) and the column up to the splice zone. This work was accomplished on an accelerated schedule to accommodate the SAS Contractor's schedule for W2 Bent Cap construction. It is anticipated that the SSD Contractor will be able to resume work in this area and proceed with the construction of Bent W3R in January 2008. Work on Integrated Shop Drawings is nearly complete. Construction of Bent W4L has begun with excavation for the footing. Excavation at Bent W6R/L has begun and is proceeding. Work at Bent W4R is scheduled to begin within the month.



# DRAFT

## Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
64	FA	YBITS W3L Site Prep and Grading and Construct	Yes	Yes	N/A	N/A	N/A	N/A	N/A	1/8/2007	\$150,000
64S1	LS/FA	YBITS W3L Foundation and Column to Splice	Yes	Yes	Yes	Yes	ATP February	Yes	Done	4/4/2007	\$5,835,000
<b>Subtotal (CCO #64 and Supplements)</b>											<b>\$5,985,000</b>
65		<b>Demolition of Existing Bridge</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>ATN June 2007</b>	<b>No</b>	<b>TBD</b>	<b>No</b>	<b>\$3,500,000</b>
70	FA	Integrated Shop Drawings for Remaining YBITS	Yes	Yes	Yes	Yes	N/A	Yes	N/A	Yes	\$500,000
73	LS	<b>YBITS W4R, W6R/L Foundations and Columns</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>ATN June 2007</b>	<b>No</b>	<b>TBD</b>	<b>No</b>	<b>\$40,000,000</b>
73S1	LS	<b>YBITS W3R, W5R/L, and W7 Ramp Foundations and Columns</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>ATN June 2007</b>	<b>No</b>	<b>TBD</b>	<b>No</b>	<b>\$25,000,000</b>
75	LS	<b>YBITS W7R/L Foundations and Columns</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>ATN June 2007</b>	<b>No</b>	<b>TBD</b>	<b>No</b>	<b>\$25,000,000</b>
77	LS	YBITS W4L Foundations and Columns	Yes	Yes	Yes	N/A	ATP July 2007	Yes 6/13/07	Done	7/20/2007	\$7,125,000
78	FA	Relocation of Sewer Force Main	Yes	Yes	Yes	N/A	N/A	N/A	N/A	7/17/2007	\$125,057
<b>Current Forecast for YBI Transition Structures Advance Foundations</b>											<b>\$107,235,057</b>

Bold = CCO's not issued yet  
 ATN = Authorization to Negotiate  
 ATP = Authorization to Proceed

The Department has estimated the cost of the YBITS Advance Foundations to be \$110.5M. CCO #77 for work at W4L has recently been issues for \$7,125,500. The Department is currently waiting for revised cost proposals from the Contractor for CCO's related to the remaining YBITS Advance work. CCO #73 has now been split into two portions with the costs for work at W3R, W5, and W7 Ramp being moved to CCO #73S1. Removal of the existing bridge is included in the current contract. However, the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. These costs will be addressed in CCO #65.

### Budget Status

The construction of the YBITS Advance Foundations and Columns was estimated to cost \$110.5M. The TBPOC gave approval to negotiate a CCO for work at Bent W3L up to an amount not to exceed \$7M. Contract Change Orders #64 and #64S1 have been issued for a total of \$5.985M. These Contract Change Orders were presented to and approved by the TBPOC at the February 2007 Meeting. CCO #77 for work at W4L was presented to the TBPOC at a July 2007 teleconference and subsequently approved. As the work progresses and the related Contract Change Order is negotiated, this estimate will be updated.

**DRAFT**

## Administrative Issues

5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of milestones has been provided to the Contractor to incorporate into the project schedule:

	Date	Status	Notes
W3L Complete	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007		
Access to W3R Available to CCM	January 2nd, 2008		
W3R, W4L/R, W6L/R, and W7L/R/Ramp Complete	December 31st, 2008		
Upper East Tie-In Area Available to CCM	April 2nd, 2009		
East Tie-In Roll-Out/Roll-In Complete	May 26th, 2009		
Frame 1 YBITS Area (Bent 7 West) Vacated by CCM	September 1st, 2009		
Project Completion	December 31st, 2009		

The Department has established a new completion date of December 31, 2009 and is negotiating for an equitable revised Time Related Overhead rate. Costs related to escalation and NOPC issues are also being negotiated with the Contractor. NOPC's with significant exposures include issues on the East Tie-In Design Criteria (NOPC #3, \$4.3M), Viaduct Segment Bearings Changes (NOPC #8, \$658K), and Design Submittal Review (NOPC #16, \$2.1M).

**DRAFT**

## Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
91		Contract Days Extention/TRO Compensation 271 days to March 08	N/A	Yes	N/A	N/A	Pending	Yes	Aug 2007 Teleconf.	No	\$3,423,158
91S1		Contract Days Extention/TRO Compensation 664 days +/- days to Dec. 09	N/A	Yes	N/A	N/A	Pending	Yes	TBD	No	\$8,357,842
56		Imbsen Claim Settlement	N/A	Yes	Yes	N/A	Pending	No	TBD	No	\$6,300,000
86		Additional Suspension Costs	N/A	No	No	N/A	N/A	No	N/A	No	\$50,000
89		Deletion of Contract Work Items	N/A	No	No	N/A	Pending	No	9/19/2007	No	-\$17,375,000
TBD		NOPC Closeout	N/A	No	No	N/A	Pending	No	TBD	No	\$5,000,000
TBD		Escalation Issues	N/A	No	No	N/A	Pending	No	TBD	No	\$5,000,000
N/A		Add COZEEP for WTI	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	\$1,000,000
N/A		Add COZEEP for ETI	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	\$1,000,000
<b>Current Forecast for Administative Issues</b>											<b>\$9,332,842</b>

**Bold** = CCO's not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

The original contract allotment provided \$1.3M for COZEEP. However, with two full bridge closures planned additional funds will be required. The added COZEEP will not result in a Contract Change Order and is shown here to capture costs to the project. CCO #89 will be issued to delete contract item of work that have become obsolete or have been superceded by other contract change orders. CCO #24S3 has been voided and TRO related costs will now be addressed under CCO #91 and its supplements.

## Budget Status

Costs of \$44.3M have been estimated for additional Time Related Overhead, escalation issues, and undefined risk items. As Contract Change Orders for these items are negotiated, the original estimate will be updated. Costs related to settlement of NOPC issues will be paid out of the contract contingency.

**DRAFT**

## BUDGET SUMMARY

### Status of Changes on SSD Contract (August 2007):

	Scope of Work	Current Forecast
(0)	Original Bid Items + Previous CCO's	\$83.7
(1)	SSD New Viaduct	\$27.5
(2a)	West Tie-In Existing Viaduct Phase 1	\$38.2
(2b)	West Tie-In Phase 2	\$13.4
(3)	East Tie-In	\$36.8
(4)	YBI Transition Structures Advance Foundations	\$107.2
(5)	Administrative Issues	\$9.3
	Total	<b>\$316.2</b>



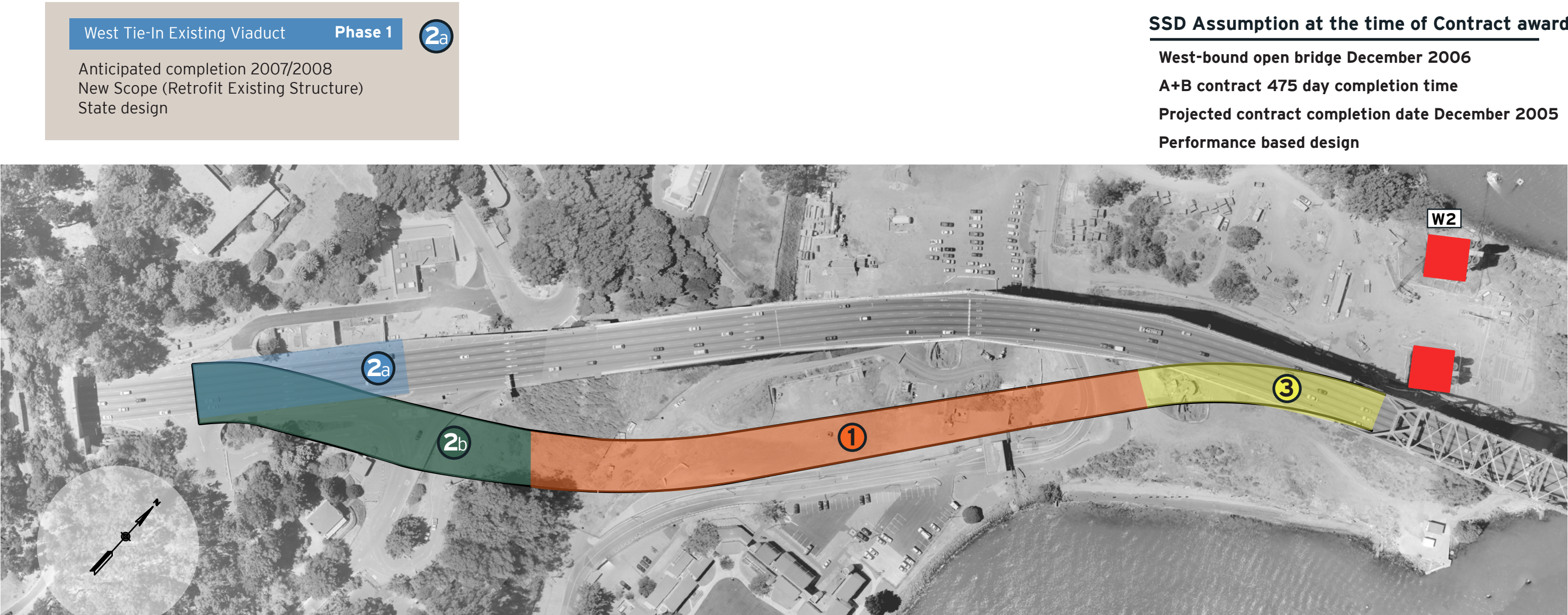
# South South Detour (04-0120R4)

## Construction Strategy (Scope)

- Values:
- 1. Achieve Seismic Safety ASAP on Corridor
  - 2. Foundation Risk-reduce schedule delays
  - 3. Solve Constructability Issues Early
  - 4. Minimize time traffic on SSD (Competing Value)
  - 5. Cost

SSD Assumption at the time of Contract award

- West-bound open bridge December 2006
- A+B contract 475 day completion time
- Projected contract completion date December 2005
- Performance based design



NOT TO SCALE

West Tie-In Phase 2 2b

Anticipated completion 2008/2009  
Existing scope modified  
Performance based design (modified)

SSD New Viaduct 1

On-going, scheduled completion 2007  
Original scope including CCO's 49 & 50  
Performance based design

East Tie-In 3

Anticipated completion 2008/2009  
No scope change - State design (T.Y. Lin)





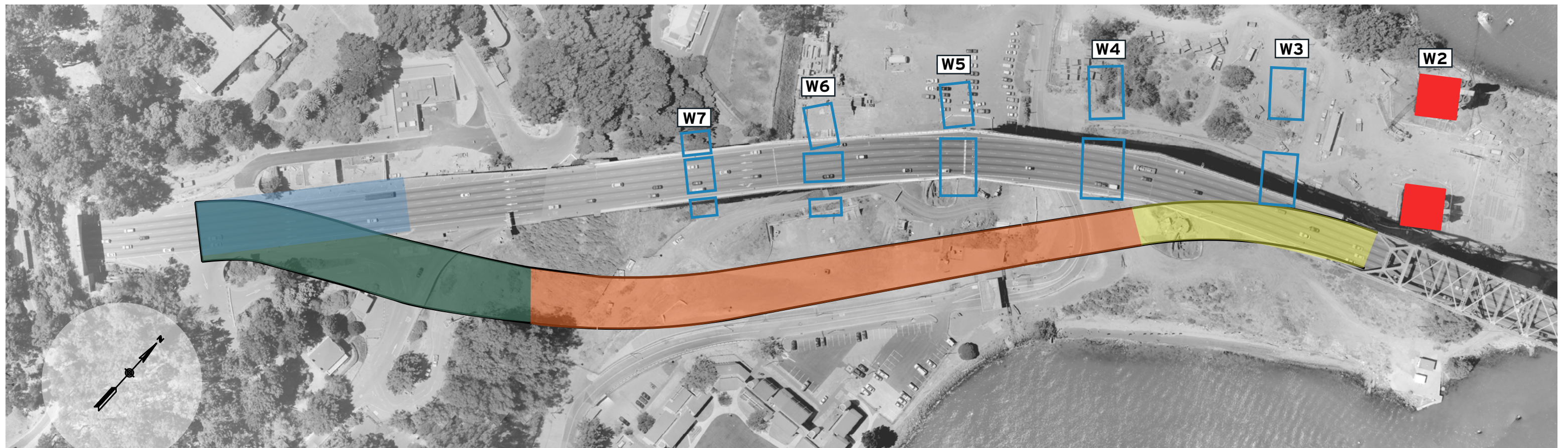
# South South Detour (04-0120R4)

ATTACHMENT 1

## YBITS Foundation by CCO

Yerba Buena Island Transition Structures  
Advance Foundations

Meets Values 1, 2 and 3  
Work completed with bridge demolition



NOT TO SCALE



updated: 14 December 2006

## Baseline Contract Change Orders for South-South Detour Contract

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	\$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	\$200,000.00
2	Bidder Compensation	5/8/2004	\$1,575,000.00
3	Partnering	9/7/2004	\$25,000.00
4	DRB	9/7/2004	\$100,000.00
5	Federal Trainee Program	11/12/2004	\$20,000.00
5S1	Non-Journey Person Training	3/10/2005	\$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	\$0.00
7	Sampling and Analysis Work	8/30/2004	\$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	\$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	\$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	\$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	\$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	\$500,000.00
11	Utility Potholing	9/14/2004	\$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	\$5,000.00
13	PMIV Document Management System	11/3/2004	\$486,743.50
14	Temporary Suspension	5/19/2004	\$0.00
15	Archaeology Investigation	7/19/2004	\$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	\$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	\$108,217.45
18	Access Control Measures	9/8/2004	\$50,000.00
19	EDR1 Alignment Modification	5/12/2005	\$0.00
20	A490 Bolts	10/23/2006	\$0.00
21	Removal /Disposal of Stairway	4/13/2005	\$14,060.00
22	Clean Stairs and Walkways	5/24/2005	\$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	\$2,181,467.40
24S1	Read Inclinator/Adjust Equipment Costs	10/18/2005	\$29,782.99

CCO #	Description	Executed Date	Cost
24S2	Temporary Suspension Partially Extended	5/2/2006	\$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundry	3/24/2005	(\$19,000.00)
26	Bent 48 Articulation	4/22/2005	\$0.00
27	Bent 52L Footing Conflict	1/19/2006	\$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	\$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	\$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	\$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	\$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	\$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	\$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36	Extend Limits of Viaduct Demolition	10/5/2005	\$16,734.80
37	4 Hr Emergency Travel Way	5/17/2005	\$22,500.00
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	\$0.00
39	Provide Shuttle Service to USCG	6/27/2005	\$10,000.00
40	Sewer Pipe Material Change	9/26/2005	\$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	\$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	\$5,000.00
43	Material On Hand Specification Change	9/16/2005	\$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Pending	\$0.00
44	Electrical Call Box Relocation	Pending	TBD
45	Additional SWPPP	2/21/2006	\$250,000.00
46	Southgate Road Reopening	3/8/2006	\$100,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	\$100,000.00
48	Buried Man-Made Objects	12/15/2005	\$50,000.00

**Total for Baseline Contract Change Orders**

**\$12,124,282.06**

### Summary of Tables from SSD CCO Implementation Strategy Document

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
49	LS	Stringer and Floor Beam Design Study	N/A	Yes	Yes	N/A	ATN April 2006	N/A	TBD	5/2/2006	\$109,000
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	N/A	Yes	Yes	N/A	ATN April 2006	Yes	TBD	8/17/2006	\$150,000
49S2	FA		N/A	Yes	Yes		ATN April 2006	12/08/06	TBD	12/18/2006	\$100,000
Subtotal (CCO #49 and Supplements)											\$359,000
50	FA	Stand Alone Viaduct Design	N/A	Yes	Yes	N/A	ATN April 2006	Yes 12/08/06 2/09/07	TBD	5/8/2006	\$325,000
50S1	FA			Yes	Yes					10/16/2006	\$300,000
50S2	FA			Yes	Yes					12/18/2006	\$100,000
50S3	FA			Yes	Yes					2/13/2007	\$175,000
Subtotal (CCO #50 and Supplements)											\$900,000
55	LS	Steel Fabricator Change (SGT Closeout)	N/A	Yes	Yes	N/A	ATP June 2007	Yes	Done	7/20/2007	\$5,665,330
60	LS	Construction of Bent Caps	N/A	Yes	Yes	Yes 4/26/07	ATP June 2007	Yes 6/13/07	Done	6/18/2007	\$7,435,950
67	FA	Viaduct/ETI Interface Modifications	N/A	Yes	No	N/A	N/A	Yes	N/A	No	\$800,000
79	LS	Fabrication Cost for Viaduct Design Changes	N/A	Yes	Yes	N/A	ATN June 2007	Yes	Done	7/20/2007	\$803,400
80	LS	Erection Costs for Viaduct Design Changes	N/A	No	No	No	ATN June 2007	No	9/19/2007	No	\$9,043,918
82		AC Paving and Erosion Control for Deck	No	No	No	N/A	N/A	N/A	N/A	No	\$250,000
85		Design of 300mm Waterline Relocation	N/A	Yes	Yes	N/A	N/A	N/A	N/A	No	\$10,486
87	LS	Viaduct Shipping Escalation Costs	N/A	No	Yes	N/A	ATN June 2007	No	9/19/2007	No	\$534,570
88	LS	Viaduct Fabrication Delays	N/A	Yes	Yes	N/A	ATN June 2007	Yes	N/A	7/20/2007	\$954,460
88S1	LS	Viaduct Fabrication Delays	N/A	Yes	Yes	N/A	N/A	No	N/A	no	\$776,630
90		Fabrication of Viaduct/ETI Modifications	N/A	No	No	N/A	Pending	No	9/19/2007	No	\$0
Current Forecast for SSD New Viaduct											\$27,533,744

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
57S1	LS	Remove and Clear Building 254	N/A	Yes	Yes	N/A	N/A	N/A	N/A	6/4/2007	\$10,572
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	Yes	Yes	N/A	Yes	N/A	Yes 1/09/07	N/A	2/27/2007	\$400,000
61S1	LS/FA	Construction of Stage 1 Area and Substructure	Yes	Yes	Yes	Yes	ATP June 2007	Yes 5/16/07	Done	5/18/2007	\$9,995,644
Subtotal (CCO #61 and Supplements)											\$10,395,644
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	Yes	N/A	N/A	N/A	Yes	N/A	7/20/2007	\$175,000
68	FA	Temporary Electrical Work	Yes	Yes	N/A	N/A	N/A	N/A	N/A	7/20/2007	\$140,000
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	7/20/2007	\$11,096,900
76	LS	Labor Day Bridge Demolition and Move-In	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	7/20/2007	\$2,240,300
76S1	LS	<b>Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)</b>	Yes	Yes	No	Yes	ATP July 2007	No	Aug 2007 Teleconf.	No	<b>\$10,144,140</b>
84	LS	Skid Track Foundations and Temporary Columns	N/A	Yes	Yes	N/A	ATP July 2007	Yes	Done	7/31/2007	\$3,980,000
<b>Current Forecast for West Tie-In Existing Viaduct</b>											<b>\$38,182,556</b>



## Summary of Tables from SSD CCO Implementation Strategy Document

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie-Ins	N/A	N/A	N/A	Yes	N/A	Yes	N/A	3/2/2007	\$0
57	LS	Demolition of Building 206	N/A	Yes	Yes	N/A	N/A	N/A	N/A	10/18/2006	\$22,378
62		Construction of Phase 2 WTI	No	No	No	No	ATN June 2007	No	TBD	No	\$13,000,000
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	Yes	Yes	Yes	N/A	N/A	Yes	N/A	7/20/2007	\$384,130
<b>Current Forecast for West Tie-In</b>											<b>\$13,406,508</b>

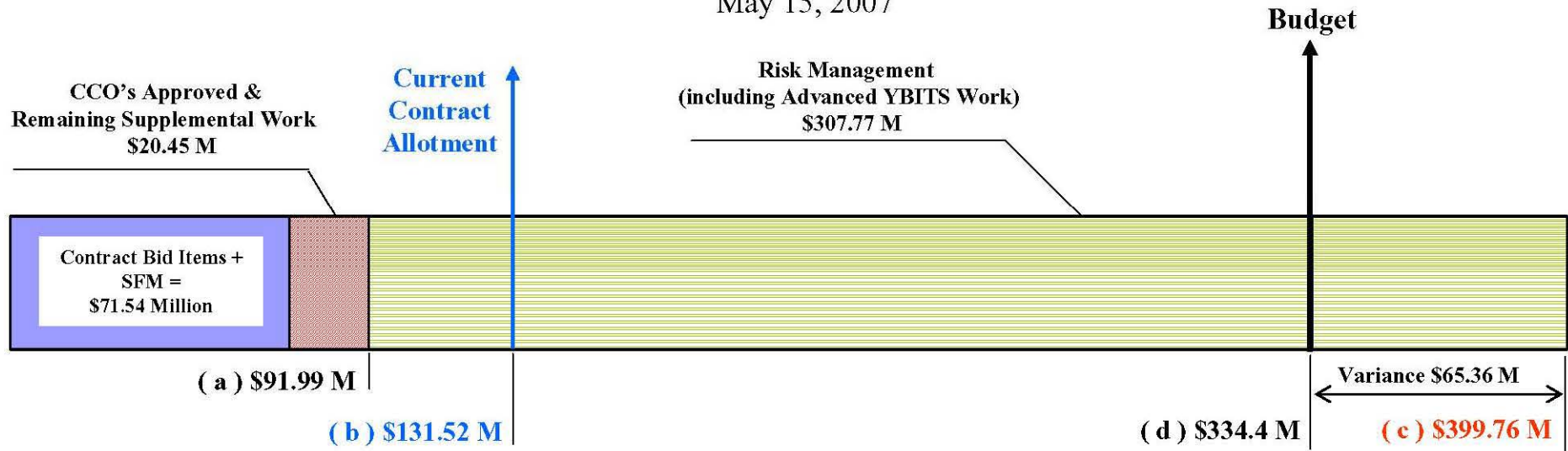
CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie-Ins	N/A	N/A	N/A	Yes	N/A	Yes	N/A	3/2/2007	\$0
63		Advance Engineering (Work Plans and	N/A	Yes	N/A	N/A	N/A	No	N/A	No	\$800,000
69		Procurement of Pump/Control Panel for Pump	Yes	Yes	Yes	N/A	N/A	No	N/A	No	\$111,280
69S1		Construction for Pump and Control Panel for Relocated Pump Station	Yes	No	No	No	N/A	No	N/A	No	\$600,000
TBD		Site Prep and Civil Work	No	No	No	No	ATN June 2007	No	10/30/2007	No	\$5,000,000
TBD		Structure Work (Skid Bent Foundations and Substructure)	No	No	No	No	ATN June 2007	No	10/30/2007	No	\$15,000,000
TBD		Structure Work (ETI Superstructure), Bridge Removal, Utility Relocation/Removal	No	No	No	No	ATN June 2007	No	TBD	No	\$13,000,000
92		Utilities: Fiber Optic Line Along Shore	No	No	No	No	N/A	No	N/A	No	\$250,000
TBD		TMP - Planning and Implementation (ETI)	N/A	No	No	No	ATN June 2007	No	TBD	No	\$2,000,000
<b>Current Forecast for East Tie-In</b>											<b>\$36,761,280</b>

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
64	FA	YBITS W3L Site Prep and Grading and Construct	Yes	Yes	N/A	N/A	N/A	N/A	N/A	1/8/2007	\$150,000
64S1	LS/FA	YBITS W3L Foundation and Column to Splice	Yes	Yes	Yes	Yes	ATP February	Yes	Done	4/4/2007	\$5,835,000
<b>Subtotal (CCO #64 and Supplements)</b>											<b>\$5,985,000</b>
65		Demolition of Existing Bridge	No	No	No	No	ATN June 2007	No	TBD	No	\$3,500,000
70	FA	Integrated Shop Drawings for Remaining YBITS	Yes	Yes	Yes	Yes	N/A	Yes	N/A	Yes	\$500,000
73	LS	YBITS W4R, W6R/L Foundations and Columns	Yes	No	No	N/A	ATN June 2007	No	TBD	No	\$40,000,000
73S1	LS	YBITS W3R, W5R/L, and W7 Ramp Foundations and Columns	Yes	No	No	N/A	ATN June 2007	No	TBD	No	\$25,000,000
75	LS	YBITS W7R/L Foundations and Columns	Yes	No	No	No	ATN June 2007	No	TBD	No	\$25,000,000
77	LS	YBITS W4L Foundations and Columns	Yes	Yes	Yes	N/A	ATP July 2007	Yes 6/13/07	Done	7/20/2007	\$7,125,000
78	FA	Relocation of Sewer Force Main	Yes	Yes	Yes	N/A	N/A	N/A	N/A	7/17/2007	\$125,057
<b>Current Forecast for YBI Transition Structures Advance Foundations</b>											<b>\$107,235,057</b>

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
91		Contract Days Extention/TRO Compensation 271 days to March 08	N/A	Yes	N/A	N/A	Pending	Yes	Aug 2007 Teleconf.	No	\$3,423,158
91S1		Contract Days Extention/TRO Compensation 664 days +/- days to Dec. 09	N/A	Yes	N/A	N/A	Pending	Yes	Aug 2007 Teleconf.	No	\$8,357,842
56		Imbsen Claim Settlement	N/A	Yes	Yes	N/A	Pending	No	TBD	No	\$6,300,000
86		Additional Suspension Costs	N/A	No	No	N/A	N/A	No	N/A	No	\$50,000
89		Deletion of Contract Work Items	N/A	No	No	N/A	Pending	No	9/19/2007	No	-\$17,375,000
TBD		NOPC Closeout	N/A	No	No	N/A	Pending	No	TBD	No	\$5,000,000
TBD		Escalation Issues	N/A	No	No	N/A	Pending	No	TBD	No	\$5,000,000
N/A		Add COZEPP for WTI	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	\$1,000,000
N/A		Add COZEPP for ETI	N/A	No	N/A	N/A	N/A	N/A	N/A	N/A	\$1,000,000
<b>Current Forecast for Administrative Issues</b>											<b>\$9,332,842</b>

# South-South Detour Contract 04-0120R4 Budget Analysis May 15, 2007

**IN PROCESS OF  
BEING UPDATED**



**Contract 04-0120R4 YBI South-South Detour  
Current Contract Budget Funding Status**  
May 15, 2007 Basis

Contract Bid Items	\$	71,159,650	
State Furnished Materials (SFM)	\$	379,000	
Subtotal	\$	71,538,650	
Supplemental Work	\$	14,115,000	
Contingency At 5%	\$	4,266,350	
Subtotal Original Contract Allotment	\$	89,920,000	
Supplemental Budget Allocation Approved	\$	41,597,000	
Subtotal Current Contract Allotment	\$	131,517,000	( b )
Pending Supplemental Fund Request	\$	-	
Remaining Unallotted Budget (Current Contract Budget - Current Contract Allotment)	\$	202,883,000	
Total Current Contract Budget	\$	334,400,000	( d )
Reported Total Forecast At Completion In 1st Quarter 2007 TBSRP Report	\$	334,400,000	

**Contract 04-0120R4 YBI South-South Detour  
Contract Forecast At Completion (FAC) & Variance**  
May 15, 2007 Basis

Contract Bid Items	\$	71,159,650	
State Furnished Materials (SFM)	\$	379,000	
Subtotal	\$	71,538,650	
Supplemental Work Remaining	\$	324,650	
CCO's			
CCO's (Approved (66))	\$	20,122,000	
CCO's = or > \$1 Million Pending POC approval <i>on DATE</i>	\$	-	
Subtotal	\$	91,985,300	( a )
Risk Management	\$	307,774,333	
Total	\$	399,759,633	( c )
Variance ( Total - Current Budget )	\$	65,359,633	

*Confidential Draft – For Deliberative Purpose Only*

**Cost Risk Analysis is ongoing.**

**Item 2: NEW BENICIA-MARTINEZ BRIDGE**  
**a. 1) Opening Ceremony Logistics**

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** August 24, 2007

**FR:** Andrew Fremier – BATA Deputy Executive Director  
Peter Lee – BATA Senior Transportation Engineer

**RE:** Agenda No. - 2, a.1)  
New Benicia-Martinez  
Item- Opening Ceremony Logistics

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**RECOMMENDATION:** N/A

**COST:** N/A

**SCHEDULE:** Bridge celebration scheduled to begin 10 a.m. in Martinez.

**DISCUSSION:**

The bridge celebration will take place in Martinez with speeches starting at 10:00 am. A CHP escorted ceremonial “first drive” will follow starting at approximately 10:30 am. from Martinez to Benicia for concluding festivities at 11:15 am. With the passage of ACR 62 on August 21, 2007, the new bridge will be named the Congressman George Miller Bridge. A plaque and commemorative poster will be presented to Congressman Miller in both Benicia and Martinez. A list of speakers follows and a program is attached.

**LIST OF SPEAKERS**

**MARTINEZ**

1. Director Will Kempton – MC’s
2. Mayor of Martinez, Rob Schroder
3. State Senator Tom Torlakson
4. State Assemblymember Mark DeSaulnier
5. Congressman George Miller

**BENICIA**

1. BATA Commissioner Sperling – MC’s
2. Mayor of Benicia, Steve Messina
3. Director Will Kempton
4. CTC Chair James Ghielmetti
5. Keiwit Senior VP, Michael Phelps
6. State Senator Pat Wiggins
7. Assemblymember Lois Wolk
8. Former State Senator John Burton
9. Congressman George Miller

The new bridge is scheduled to open to traffic starting at 10:00 pm on Saturday, August 25, 2007 with a single lane going to the new toll plaza. The entire bridge will be opened by 10:00 am on Sunday, August 26, 2007 as traffic switchover work is completed.

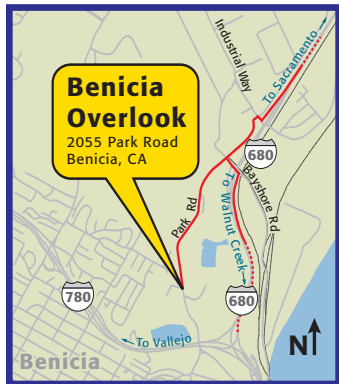
## Directions

For those **arriving prior to 10 a.m.**, please join us for the dedication ceremony at **Martinez Waterfront Park**, 7 North Court Street, Martinez:



**From Sacramento** — Take Interstate 680 south. Exit Marina Vista Avenue. Turn left onto Marina Vista Avenue. Continue approximately 1.5 miles. Turn right at Ferry Street. Cross train tracks. Turn right onto Joe DiMaggio Drive. Turn left onto N. Court Street, to end of road. Follow event signs.

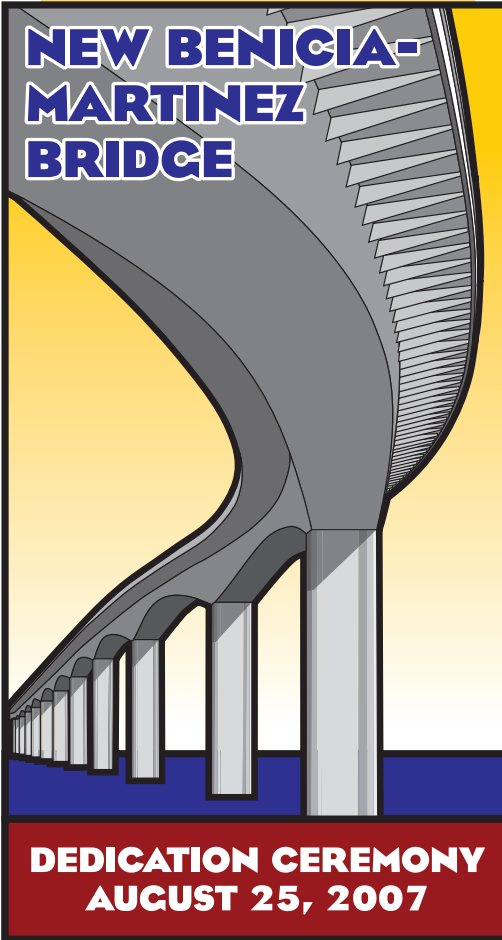
**From Walnut Creek** — Take Interstate 680 north. Exit Marina Vista Avenue. Turn left onto Marina Vista Avenue. Continue approximately 1.5 miles. Turn right at Ferry Street. Cross train tracks. Turn right onto Joe DiMaggio Drive. Turn left onto N. Court Street, to end of road. Follow event signs.



For those **arriving after 10 a.m.**, go directly to the concluding festivities at **Benicia Overlook**, 2055 Park Road, Benicia:

**From Sacramento** — Take Interstate 680 south. Exit Industrial Park. Turn right onto Industrial Way. Turn left onto Park Road. Continue approximately 1.1 miles. Follow event signs.

**From Walnut Creek or Vallejo** — Take Interstate 680 north. Exit at Bayshore Road. Turn left onto Bayshore Road. Turn left onto Park Road. Continue approximately 0.8 miles. Follow event signs.



You are cordially invited to help us  
celebrate the dedication of the  
New Benicia-Martinez Bridge

### **Date**

Saturday, August 25, 2007

### **Time**

9:30 A.M. – 1 P.M.

### **Location**

Dedication ceremony at Martinez Waterfront Park  
and concluding festivities at Benicia Overlook

(See directions and map on back panel)

### **Schedule of Events**

- 9:30 A.M.** Dedication ceremony at  
Martinez Waterfront Park
- 10 A.M.** Begin procession to new bridge  
for first drive
- 11 A.M.** Concluding festivities at Benicia Overlook  
with remarks by Congressman  
George Miller and others
- 12 NOON** Festivities continue with refreshments  
for all attendees

## **Join us for the dedication of the New Benicia-Martinez Bridge!**

The new span will carry five lanes of northbound I-680  
traffic toward Benicia and will introduce high-speed,  
open road tolling to the Bay Area public.  
Join us for the inaugural drive across this  
innovative and sleek new bridge.

RSVP by August 17th for the first drive across the  
new bridge by calling or e-mailing the Bay Area  
Toll Authority to request a "first drive placard."  
Since there are a limited number of placards, we  
encourage you to carpool. The first drive will begin  
promptly at 10 a.m. from Martinez Waterfront Park.  
The placard will be mailed with instructions for use.

**E-mail:** [rsvpbata@mtc.ca.gov](mailto:rsvpbata@mtc.ca.gov)

(subject line: RSVP for First Drive Placard)

**Phone:** 510.817.5981

(Please provide your name, address, phone numbers and e-mail.)

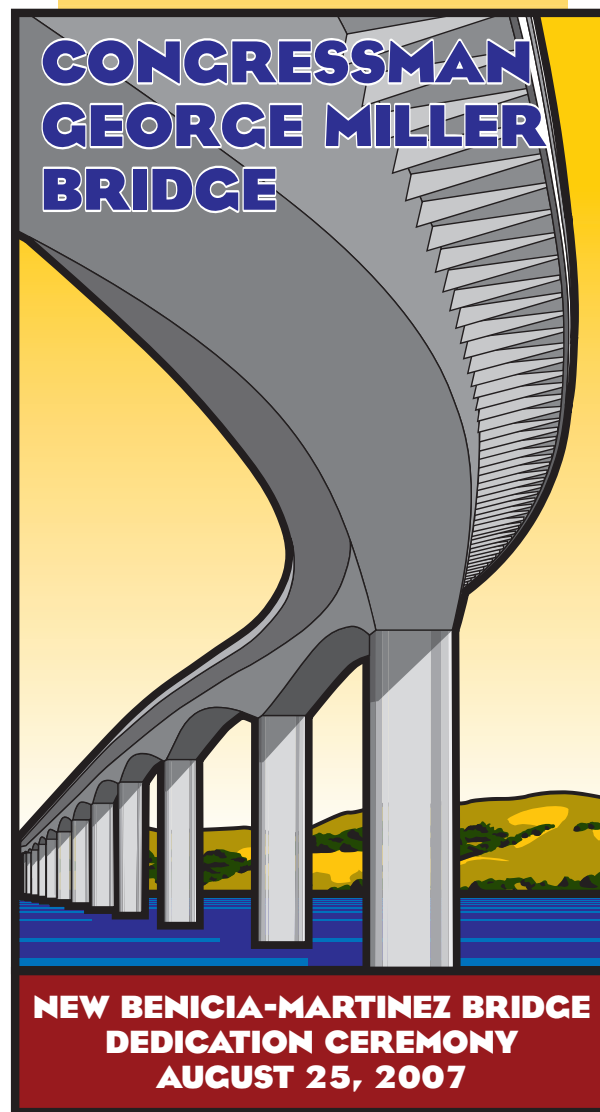
**For more information, go to  
[www.mtc.ca.gov/benicia](http://www.mtc.ca.gov/benicia)**

## Thank you to our partners and vendors

Allied Waste	Classic Party Rental
Amports	First Street Cafe
Benicia Floral and Gift	Lindsay Art Glass
City of Benicia	Nourot Art Studios
City of Martinez	Pepsi Bottling Company, Benicia
Cytosport	Smyers Art Glass
Chairs for Affairs	Sunrise Bistro Catering

## Thanks also to

Benicia Chamber of Commerce	First Night Martinez
Benicia High School Marching Band – Patrick Martin, Director	Main Street Martinez
Benicia Historical Museum	Martinez Chamber of Commerce
Benicia Historical Society	Martinez Historical Society
Benicia Main Street	Martinez Opera Contra Costa
City of Martinez Recreation Division	Valero Benicia Refinery
East Bay Regional Parks District	Willows Theatre Company



# PROGRAM



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## Welcome to the Dedication Ceremony for the New Congressman George Miller Bridge!

### Date

Saturday, August 25, 2007

### Time

9:30 A.M. – 1 P.M.

### Location

Dedication ceremony at Martinez Waterfront Park  
and concluding festivities at Benicia Overlook

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### Schedule of Events

- 10 A.M.** Dedication ceremony at  
Martinez Waterfront Park
- 10:15 A.M.** Begin procession to new bridge  
for first drive
- 11:15 A.M.** Concluding remarks at Benicia Overlook  
by Congressman George Miller  
and others
- 12 NOON** Festivities continue with refreshments  
for all attendees
- 

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## Invited Guests and Speakers

Congressman **George Miller**

Former State Senator **John Burton**

State Senator **Ellen Corbett**

State Senator **Tom Torlakson**

State Senator **Patricia Wiggins**

Assemblyman **Mark DeSaulnier**

Assemblywoman **Lois Wolk**

Supervisor **Jim Spering**

Benicia Mayor **Steve Messina**

Martinez Mayor **Rob Schroder**

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**Mr. James Ghielmetti**, *California Transportation  
Commission Chair*

**Mr. Will Kempton**, *California Department  
of Transportation Director*

**Mr. Michael Phelps**, *Kiewit Pacific*

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## Directions to Benicia Concluding Ceremony (for those without a First Drive placard)



**Item 2: NEW BENICIA-MARTINEZ BRIDGE**  
**a. 2) Rehabilitation Project**

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** August 24, 2007

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 2, a. 2)  
New Benicia Martinez Bridge  
Item- Rehabilitation Project - Loading Sequence Review

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### **RECOMMENDATION:**

**APPROVE** moving northbound traffic to new Benicia-Martinez spans as planned. Modify striping and signing on existing bridge to discourage truck traffic from using outside (number 3) lane during interim period (after opening of new bridge and during initial stages of work on existing bridge rehabilitation project).

### **COST :**

Approximately \$50,000, with restriping to be performed by Kiewit under Contract Change Order for the new bridge construction project.

### **SCHEDULE:**

No effect on schedule.

### **DISCUSSION:**

The existing Benicia-Martinez Bridge (existing bridge) was opened to traffic in 1962. The bridge was modified in the late 1980's by adding a lane in each direction, cantilevered off the existing deck and truss. The bridge was seismically retrofit in 2002, to lifeline standards. There have been several significant rehabilitation projects over time.

After the widening project, truck loading on the widened cantilever sections was giving rise to maintenance issues. Subsequent rehabilitation work and monitoring have addressed these issues to some extent, but it is still desirable to have truck traffic avoid use of the cantilever sections.

## *Memorandum*

Loading conditions during construction of the upcoming existing have been considered by the Department and new staging requirements that will discourage truck use of the cantilever have been developed and will be part of an addendum to the approved Plans, Specifications and Estimates (PS&E) that will be released in the next few weeks.

There will be an interim situation, between opening of the new bridge and implementation of the rehabilitation project staging requirements that could result in less than desirable cantilever loading. The PMT initiated further review of this issue.

The Department compiled technical information and provided to the PMT a package that included the maintenance and rehabilitation history, pending construction operations including staging plans and articulated a strategy for monitoring the bridge during construction.

On August 22, 2007 the PMT held a meeting to comprehensively review the bridge history and upcoming plans. The meeting was attended by Caltrans designers, maintenance and construction engineers. Additionally, technical experts in steel structures independent from the project design team participated. The FHWA was also represented. The review team was given a presentation on the various loading conditions that will change over the next two years.

It was concluded that the bridge design is adequate for the interim loading condition. The PMT and Department staff did believe that it would be prudent to take steps through new striping and signing to discourage truck use during this interim period. The PMT supports staff recommendation that the current travel patterns be modified to direct truck traffic away from the cantilevered areas of the deck during the planned staged construction as prudent and cost effective measure.

A complete report will be provided to the TBPOC at the September 19, 2007 meeting.